

## Patent claims

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1. Cab-over-engine freight vehicle (2) which has a chassis (4) and a driver's cab (6) which is mounted untiltably on the chassis and is situated above the vehicle's  
5 engine (7) which is supported by the chassis, **characterised** in that on each side of the vehicle there is a panel (14) which delineates laterally the engine compartment, is mounted pivotably on the chassis, may possibly be provided with at least one external step (16,18,20) and is attached by means of a panel control arrangement (54,56) which makes it possible to subject the panel to a displacement movement  
10 by pivoting it outwards and rearwards in the longitudinal direction of the vehicle to an engine access position.
2. Freight vehicle according to claim 1, **characterised** in that the chassis incorporates a frame structure which has fastened to its forward end a suspension arrangement  
15 (8) supporting the engine (7).
3. Freight vehicle according to claim 1 or 2, **characterised** in that on each side of the vehicle there is in the region below the respective door (28) of the driver's cab a cover (26) which is hinge-mounted on the chassis and which in its closed position  
20 conceals the panel (14) which is provided with preferably two or more steps (16,18,20) and is supported inside for pivoting on the chassis.
4. Freight vehicle according to claim 3, **characterised** in that the respective cab door (28) and the hinge-mounted cover (26) below the door are detachably coupled to  
25 one another by a relative-motion absorbing control arrangement (30) which allows some relative movement between the cab door and the cover to compensate for cab springing and for different hinge-pin positioning on the door and the cover.
5. Freight vehicle according to claim 3 or 4, **characterised** in that the cab door (28) and the associated cover (26) are pivotable about different hinge-pins, and the hinge-pin of the cover is preferably situated slightly forward of the door hinge-pin, as  
30 viewed in the forward direction of the vehicle.

6. Freight vehicle according to claim 5, **characterised in that** the control arrangement (30) incorporates a slide rod (32) which is connected securely to the cover (26), and a sleeve element which is arranged movably on the slide rod and is connected to the cab door (28) by jointed connecting devices (36,38,40,42,44).

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7. Freight vehicle according to claim 6, **characterised in that** the slide rod (32) is fitted in a bracket (46) which is fastened to the upper part of the cover (26), and that the sleeve element (34), which is supported for rotation and longitudinal movement on the slide rod, is provided with an external lever arm (36) which is connected via a ball joint (38) and a fastening element (42) to a bracket (44) fastened to the lower part of the cab door.

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8. Freight vehicle according to any one of claims 1-7, **characterised in that** the panel control arrangement for each panel incorporates a four-joint mechanism with two hinge arms (54,56) which have their outer ends (54',56') attached pivotingly to the inside of the panel (14) and their inner ends (54'',56'') attached pivotingly respectively to a framework (58) which is connected to the chassis, and to a mounting (60) fastened to a wheel housing (24) for the vehicle's front wheel (12) on the respective side of the vehicle.

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9. Freight vehicle according to claim 8, **characterised in that** the hinge arm (54) attached to the framework incorporates two bent bars (62',62'') which run parallel, are arranged substantially horizontally and are linked together by a pair of parallel tiebars (64) arranged substantially vertically, and that the hinge arm (56) attached to the wheel housing consists of a bent rod (66) arranged horizontally.

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